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## Transportation

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Transportation data were gathered from a variety of public agencies. The Transportation Division of the Minneapolis Public Works Department provided information on travel trends, traffic accidents, street lighting, managing the city's parking infrastructure and use supply, and bicycle facilities. Public Works' Engineering Design Division furnished information on roadway jurisdictions and mileage, residential paving and storm drain separation programs, and bridge conditions. Public Works' Engineering Operations Division provided information on residential pavement condition and the city's preventative maintenance programs. Minneapolis Parks and Recreation Department staff provided information on the condition of the city's parkways. The Downtown Minneapolis Transportation Management Organization provided information on travel demand management efforts in downtown Minneapolis. Metropolitan Council's Transit Operations Division provided information related to public bus transit service and ridership in Minneapolis.

This chapter can also be found on the city's web site at:  
[www.ci.minneapolis.mn.us/planning](http://www.ci.minneapolis.mn.us/planning)

**The Changing Transportation Picture**  
**Roadway Infrastructure**  
**Parking Infrastructure**  
**Alternatives to the Auto**



Auto ownership doubled between 1950 and 1990. In 1950 the average household owned only one vehicle. By 1990 the average household owned two cars. The number of vehicles operating on the region's roadways increased from 640,000 to 2.27 million between 1950 and 1990, an increase of 1.6 million vehicles. Between 1970 and 1990, the number of vehicles on the region's roads increased from 1.21 to 2.27 million, an increase of nearly 1.1 million vehicles. For every person added to the region's population between 1970 and 1990, the region added nearly three vehicles! As a result, the miles of congested freeway have grown from 24 in

The city has also experienced changes in the way people travel around over the course of a typical day. Many of those changes parallel changes at the regional level. In ten years between 1980 and 1990, the city lost 2,500 people but added about 14,000 autos according to recent Planning Department estimates. Most people who are employed at a location in the city (a labor force of about 280,000 people) drive to work (about 60%), about 10% carpool and close to 16% use existing public transit. For the majority of people employed in the city, the average commute time is 15-30 minutes. Data tells us that less than half of city residents work in the city, leaving close to 60% of city residents to commute out of the city to work.

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Roadways in the city are not all owned and maintained by the city; the federal, state and county governments are partners with the City of Minneapolis in providing a properly functioning, well-maintained network of roadways to address the travel demands of the public. Our city streets move people and goods by a variety of different vehicles and transportation modes, serving demands for mobility and providing access to property. However, some roadway designs of the 1950's are inadequate for the travel demands of the 1990s, both in their capacity and configuration.

### Freeway Use and Its Impact on City Streets: Current Conditions

Much of the freeway network in the city has physically deteriorated to the point where major renovation or pavement and bridge deck replacement are necessary. Some freeway sections are handling higher-than-planned-for traffic volumes and have become unsafe.

Some parts of the freeway network are aging and require replacement to avoid becoming threats to the traveling public. Much of the freeway network in the city was planned in the late 1950s and built in the 1960s and 1970s; I-94 North was completed in the 1980s. Most of the older stretches of freeway have reached (and exceeded) their original design capacities. Population growth, increases in trips per person per day and total vehicle miles traveled have resulted in highway crowding throughout the region. Under these conditions, the margin for driver error has diminished dangerously, especially during high volume traffic periods like rush hour. The frequency of multi-vehicle accidents is increasing. Freeway congestion also causes traffic "spill-overs" onto the city's arterial and collector streets, a circumstance that these streets were never intended to handle. Thus, difficulties on the freeway network are indirectly posing threats to life and limb on the city's street system.

### Traffic Calming

In 1997, the City of Minneapolis, through its Department of Public Works, Transportation Division, continued to expand its efforts to reduce the impact of traffic in residential neighborhoods. These "traffic calming" measures take many forms, but the most common changes to city streets are the construction of traffic circles, speed bumps, and intersection chokers (which make the intersection narrower). These measures are relatively new in Minneapolis and can be quite controversial because of driver unfamiliarity and a reluctance to trade off accessibility and local convenience in exchange for reduced travel speeds. Therefore, whenever possible, traffic calming measures are installed on a temporary test basis to determine neighborhood acceptance prior to implementing a permanent measure. Results so far are mixed and will probably be effective on a location by location basis. Additional "traffic calming" types and variations are under review.

### Traffic Accidents

Reducing accidents and injuries on city streets is an important part of maintaining the high quality of life in the city, as well as the integrity of the roadway structure. The number of fatalities in 1997 increased over the 1996 total (which was the lowest in recent history) but was still below totals in the early 1990s. The total number of accidents and injuries in 1997 remained approximately the same as those recorded in 1996.

The City of Minneapolis, for 14 of the last 15 years (including 1997), has had the lowest fatal accident rate of any city of comparable size in the United States. This significant achievement has been aided by the city's award-winning TACT (Top Accident Control Targets) program. This program strives to concentrate existing resources of city agencies on those roadway segments where accident rates are higher than normal. Traffic studies indicate that twenty-five percent of all accidents occur on only two percent of the city's roadway system. These high-accident streets are the principal targets of the TACT program. The accompanying map shows where more than five traffic accidents occurred and the relationship of these accidents to the TACT areas.

As a result of continued and coordinated focus of the city's Police Department and Public Works Department concentrated on the city's high accident TACT, the number of traffic accidents and injuries in the TACT areas has dropped while total traffic accidents on a city wide basis has remained basically the same. Through the TACT program, the city has been able to obtain the maximum positive accident reduction impact from limited equipment and personnel resources. The TACT program is an example of the on-going success of the city's efforts to reduce accidents and contain city costs at the same time.

### TACT AREAS COMPARED WITH REST OF THE CITY, ACCIDENTS BY YEAR

	1996		1997	
	Total Accidents	Injury Accidents	Total Accidents	Injury Accidents
TACT Areas	2,054	917	1,961	846
Rest of City	6,034	2,271	6,070	2,249

Source: Minneapolis Public Works Department,  
Transportation Division

The accident reduction program is now a routine part of the Transportation Division's daily activities. The use of computers and computer graphics allow the Division to expand its efforts to additional areas without adding further personnel. Continued interagency cooperation and constant technical improvements maintain the positive results of this program, and efforts are being pursued to expand the program to include bicycle and pedestrian accident spots.

**TRAFFIC ACCIDENTS, BY TYPE  
1993-1997**

	1993	1994	1995	1996	1997
Total Accidents	6,764	6,829	7,656	8,088	8031
Injuries	4,004	4,131	4,587	4,623	4314
Fatalities	19	20	12	10	17
Pedestrian Accidents	414	395	459	394	407
Pedestrian Fatalities	8	7	3	2	6
Bicycle Accidents	298	337	323	358	375

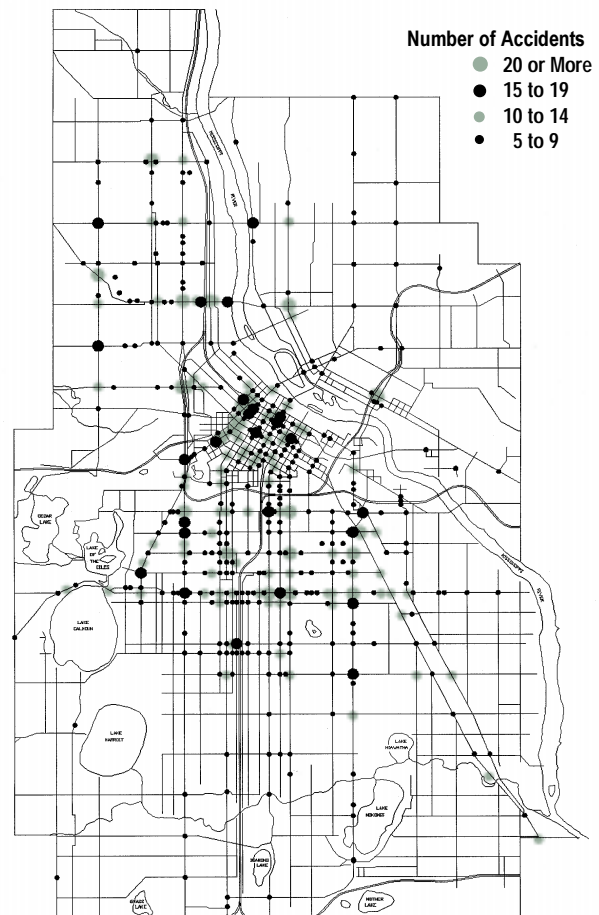
Source: Minneapolis Public Works Department,  
Transportation Division

Over the past five years, reported bicycle accidents have been slowly increasing. The continued increase in 1997 is attributed to a substantial increase in bicycle volumes due to improved bicycle parking and lane/trail facilities. It is interesting that the numbers of accidents on weekdays (Monday through Friday) are essentially equal, but drop off significantly on weekends. Although high accident corridors are more difficult to determine because of the relatively small numbers involved, five-year totals indicate that the high accident locations fall on the major city streets. This pattern would lend itself to a TACT-type accident reduction program now used for motorized vehicles. An enforcement effort is continuing in the Uptown area and along the Nicollet Mall.

**Roadway Jurisdictions**

The city works with partners at the federal, state and county level to maintain its streets and roadways. These partners provide major funding for rebuilding and redesigning the streets, and for this reason set standards for new construction or renovation. On the accompanying map, wide solid lines represent interstate highways. Other state trunk highways are shown in narrower solid lines; county state-aid highways (CSAH) are shown in dot and dash lines and municipal state aid (MSA) are shown as dashed lines on the map. All other streets are local city streets, and under the City's control. Altogether, the city contains about 1080 miles of roadways, 55 miles of parkway and 455 miles of alleys. The accompanying table shows the number of miles in each category of roadway.

**1997 TRAFFIC ACCIDENTS**



**TOTAL CENTERLINE MILES OF ROADWAY IN MINNEAPOLIS  
BY JURISDICTION, 1994**

Type of Roadway	Number of Miles
State Trunk Highways	54.0
Interstate Highways	22.9
I-35W	(10.2)
I-94	(8.4)
I-394	(4.3)
Other State Trunk Highways	31.1
County-State-Aid Highways	87.1
Municipal-State Aid Streets	187.6
Parkways and Special Park Roadways	55.0
Local Streets	749.6
Total	1,133.3
Alleys	455.0

Source: Minneapolis Public Works Department,  
Planning and Design Division

## City Street Maintenance Activities and Responsibilities

The nature of county and city participation in street design and construction is markedly different. Generally speaking, the county, with the assistance of state funds, has assumed responsibility over the maintenance and reconstruction of the principal part of the roadway, the (automobile) travel lanes. The city's share has generally been to maintain and reconstruct as necessary the parking lanes, bicycle lanes, sidewalks, curbs and gutters along these streets. Over the past nine years, the state has turned back a number of trunk highways in the city, so that the city assumes costs associated with repairing these roads. The city has had to pick up the capital and maintenance responsibility for such former trunk highways as Lake Street, Cedar Avenue, West Broadway and Broadway Street Northeast, Lyndale Avenue North, and most of Washington Avenue North without significant compensation from the state trunk highway fund.

The current round of route exchanges took effect in January of 1994. The state has exchanged ownership and maintenance responsibilities for certain roadways with Hennepin County, but no exchanges with the City of Minneapolis have occurred in this round. Hennepin County has agreed to transfer ownership of 25.5 miles (87.3 lane-miles) of county-owned roads to the city and to accept ownership and maintenance responsibility for 21.4 miles (87.9 lane-miles) of city-owned roads from Minneapolis. The most recent changes to these arrangements, effective at the end of 1997, have shifted maintenance responsibilities for all city roads outside of downtown back to Hennepin County. The City of Minneapolis is only responsible for maintaining the condition of roads within Downtown.

### Residential and MSA Paving Program.

There are approximately 1016 miles of residential and arterial streets within the City of Minneapolis, and another 23 miles of freeways and parkways, in addition to 1900 miles of sidewalks. The Department of Public Works, Paving Construction division is responsible for major rehabilitation or reconstruction of those surface streets and sidewalks.

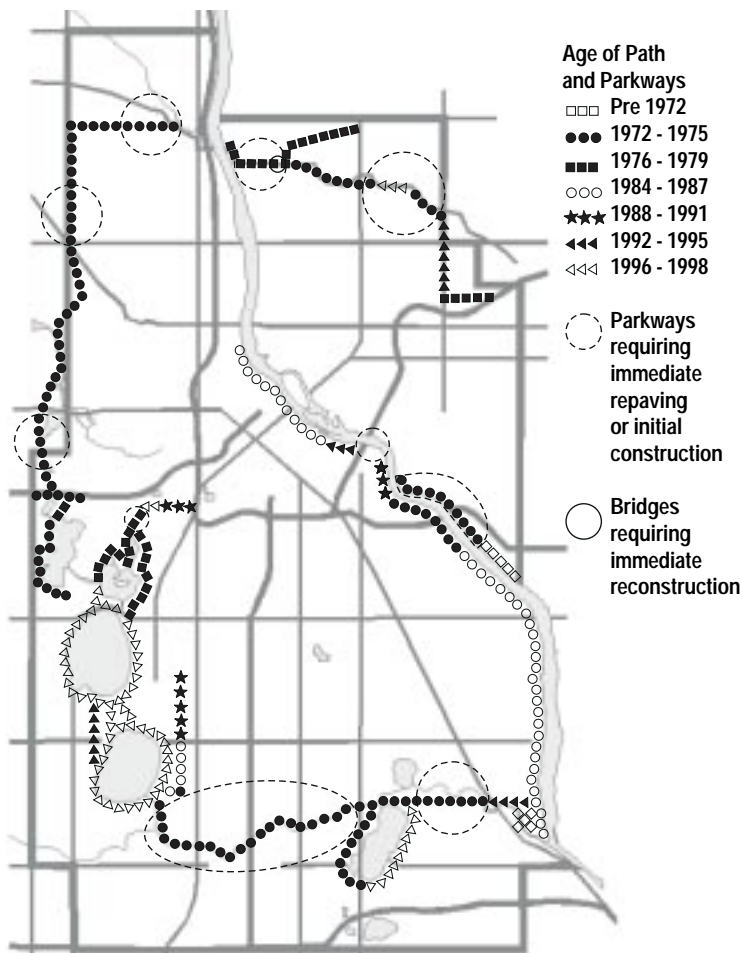
Having recently completed a paving program devoted to the removal, grading and new construction of more than 600 miles of residential streets, the city has developed a renovation program that focuses on reconstruction and maintenance activities so that the surface streets maintain a useful life for a total life expectancy of 60 years.

## PAVING PROGRAM 1998-1999

1998	Miles	Estimated Cost
Regina-Field	5.25	\$ 5,107,000
Lyn-Park		\$ 85,000
14th Avenue North	0.06	\$ 135,000
21st Avenue South	0.21	\$ 254,000
East 50th Street	0.15	\$ 384,000
Fremont Avenue North	1.70	\$ 3,407,000
SEMI (Phase I)	0.91	\$ 3,704,000
Zenith Avenue South	0.07	\$ 77,000
Parkway Paving		\$ 728,000
Sidewalk		\$ 1,200,000
<b>Total</b>	<b>8.35</b>	<b>\$15,081,000</b>

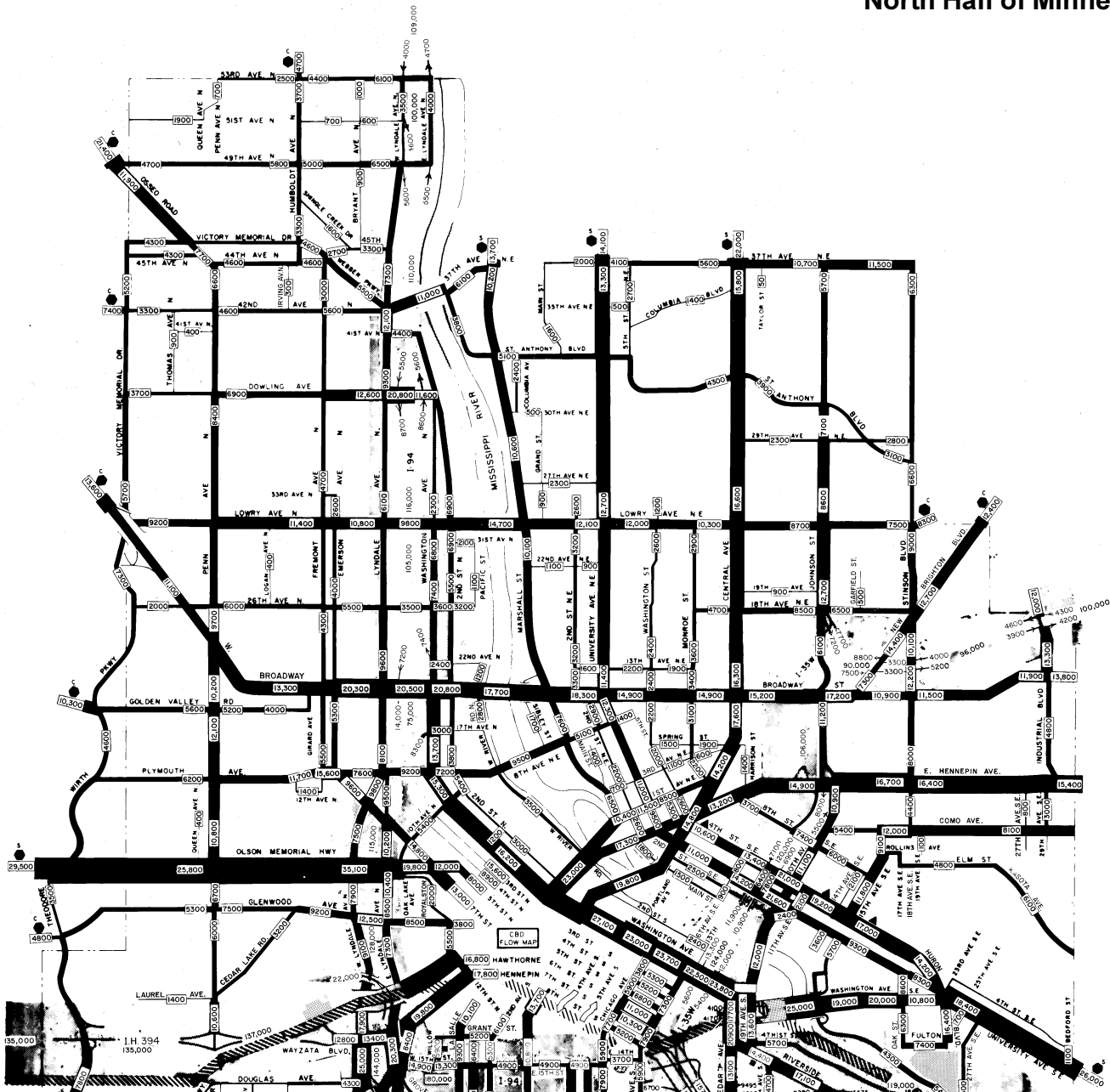
1999	Miles	Estimated Cost
Stevens Square	7.20	\$ 5,861,000
10th Street South	0.38	\$ 2,091,000
15th and 16th Avenues North	0.12	\$ 324,000
Hennepin\Lyndale Realignment	0.12	\$ 1,840,000
Johnson Street N.E.	0.37	\$ 1,098,000
SEMI (Phase II)	0.75	\$ 1,726,000
Parkway Paving		\$ 600,000
Sidewalk		\$ 1,200,000
<b>Total</b>	<b>8.94</b>	<b>\$14,740,000</b>

### MINNEAPOLIS PARK AND RECREATION BOARD'S PARKWAY SYSTEM DATE OF CONSTRUCTION; Paths, Parkways and Bridges Programmed for Replacement



# TRAFFIC VOLUMES, 1997 AVERAGE DAILY TRAFFIC FLOW

## North Half of Minneapolis




### Notes:

Counts on city streets in South Mpls. were made in 1996 and counts in North, Northeast, Southeast and CBD were made in 1995.


Dividing line is shown by





Counts for I-35W, I-94, I-394 and 62 X-Town are from the 1996 St. Paul-Mpls. seven county area map prepared by MNDOT.

Counts marked with a  on streets outside of city limits are supplied by Hennepin Co. (C) or MNDOT (S).

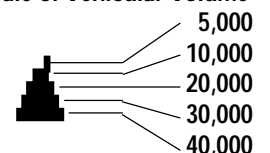
For counts within the Central Business District, use CBD Flow Map.

Counts marked with a  were made in 1992.

Counts marked with a  were made in 1994.

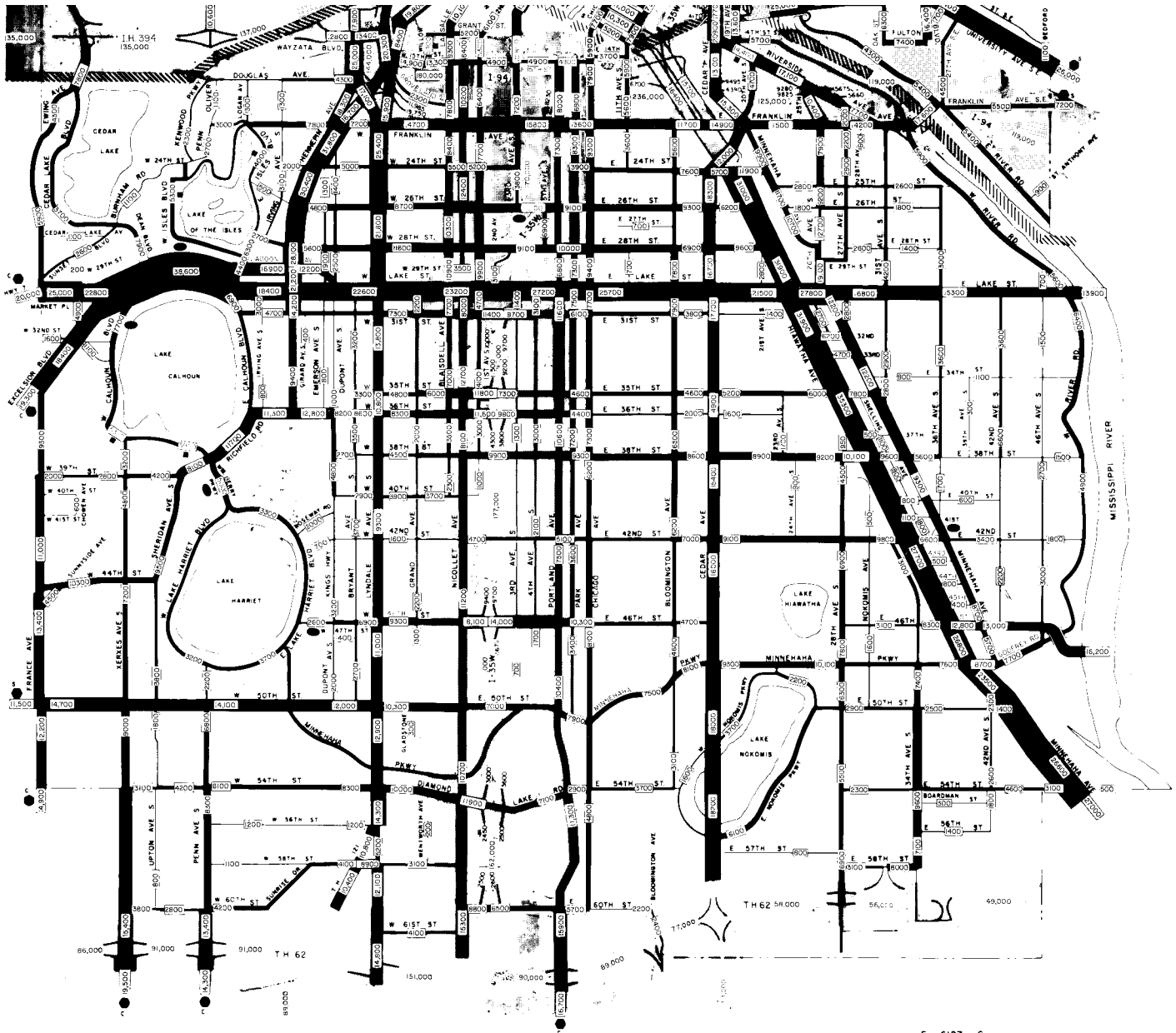
Counts marked with a  were made in 1995.

### Scale of Vehicular Volume



# TRAFFIC VOLUMES, 1997 AVERAGE DAILY TRAFFIC FLOW

## South Half of Minneapolis



E - 6187 - C

### Notes:

Counts on city streets in South Mpls. were made in 1996 and counts in North, Northeast, Southeast and CBD were made in 1995.

Dividing line is shown by



Counts for I-35W, I-94, I-394 and 62 X-Town are from the 1996 St. Paul-Mpls. seven county area map prepared by MNDOT.

Counts marked with a ◆ on streets outside of city limits are supplied by Hennepin Co. (C) or MNDOT (S).

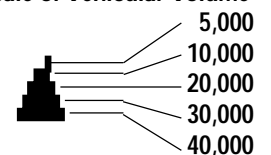
For counts within the Central Business District, use CBD Flow Map.

Counts marked with a ■ were made in 1992.

Counts marked with a ● were made in 1994.

Counts marked with a ▲ were made in 1995.

### Scale of Vehicular Volume





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### **Street Renovation Program.**

Public Works has developed a framework to set the priorities of a street renovation program, relative to the age and condition of the streets and the kinds of rehabilitation work the streets have experienced in the past. Analysis of the data shows that a large percentage of the residential network is approaching that point in the pavement life cycle where more frequent seal coating and more extensive maintenance or rehabilitation efforts, such as mill-and-overlay treatment, and miscellaneous curb and gutter replacement, will be required to maintain asphalt paved streets in good, serviceable condition. This higher level of maintenance is more costly than routine seal coating and is an inevitable condition of older more established urban areas. The object of the program is to extend the residential pavement system through another life cycle.

While the residential street system is in relatively good condition for its age, due in part to the current seal coat program, the condition of Municipal State Aid Streets is not as good. Public Works determined that a number of these mainline City owned streets should be milled and overlaid to reduce the backlog of streets in need. The concrete streets in the residential system have maintenance problems that also need increasing attention as they grow older. Correcting these problems includes extensive joint repair and some whole-sale panel replacement, which may also require subgrade soil correction.

### **Alley Resurfacing Program.**

The alley system in the City of Minneapolis is even older than the roadway system. The prevalence of alleys throughout city neighborhoods, and the access they provide to housing makes them an important part of the street network in city neighborhoods. The funding source to resurface the city's 455 miles of alleys was dropped in 1992 for budgetary reasons.

### **Sidewalk Maintenance Program**

The Sidewalk Division of the Public Works Department maintains the city's 1900 miles of sidewalks and oversees the inspection and construction of sidewalks associated with all street paving projects. Generally speaking, sidewalks are inspected and repaired on a seven to ten year cycle. The cost for repairs to sidewalks is paid by the adjacent property owner, either by direct single payment or by special assessment to property taxes. During the 1998 construction season, over 2.5 million dollars was spent on sidewalk infrastructure in Willard Hay, East Isles, Carag, Windom, Diamond Lake, Philips, Bryant, Regina and Field neighborhoods. For 1999, plans are being made to inspect and repair sidewalks in the Camden, Armatage, Corcoran, Standish, Harrison, Lyndale, King Field, Waite Park, Willard Hay and Como neighborhoods.

After the severe storms in May and June of 1998, repairs in excess of \$250,000 were required at over 500 locations throughout the city. Maintaining the sidewalks as a clear and safe pathway for pedestrians in the winter is a challenge in Minneapolis given the demands that the climate places on property owners. Yet, maintaining the walkability of the sidewalks is a key aspect of preserving a sense of livability in the winter months for all citizens. The Public Works Department has worked to meet this goal by creating a program that responds to snow and ice complaints from pedestrians. The city's Snow and Ice Ordinance requires property owners to maintain their sidewalks in all winter conditions, and to make sure the sidewalk is clear after winter storms. Under the Winter Program, sidewalks are inspected and adjacent property owners are notified if their sidewalk is found to be in violation of the ordinance.

### **Bridges in the City.**

Minneapolis has a total of 577 bridges (excluding freeway bridges) within the city limits. Of the 577 bridge structures, 258 structures carry railroad, pedestrian, and skyway traffic over roadways. The remainder of the 319 bridge structures carries roadways over other roadways, creeks and rivers, or railroads. These bridges are a critical part of the city's transportation network.

The city owns and maintains 181 of the 577 bridges in Minneapolis, with an additional 17 bridges maintained by agreement with the bridge owner for a total of 264 bridges.

At the end of 1997, 25 bridges were structurally deficient, and 30 were functionally obsolete, for a total of 55 deficient bridges, defined as such by federal rating criteria. The cost of replacing these bridges is estimated at about \$50 million in 1996 dollars. By the year 2001, about 85 more bridges built prior to 1940 will be added to the deficient list and will require an additional \$70 million in 1996 dollars. At the replacement rate of 4 bridges per year it will take about 20-25 years to replace the deficient structures without counting additional bridges that may become deficient due to exceeding their useful life of 60 years.

Since the late 1970s the city has had an aggressive bridge replacement program, successfully acquiring federal and state participation to provide the majority of funding for bridge replacement. A five-year replacement program is refined each year by the Public Works Department and will be continued in order to keep the Minneapolis Bridge network viable. The accompanying map shows the locations of the bridges owned and maintained by the city, their condition and the types of maintenance activities appropriate for the bridges' condition. The condition ratings shown on the map indicate the urgency of needed maintenance work.

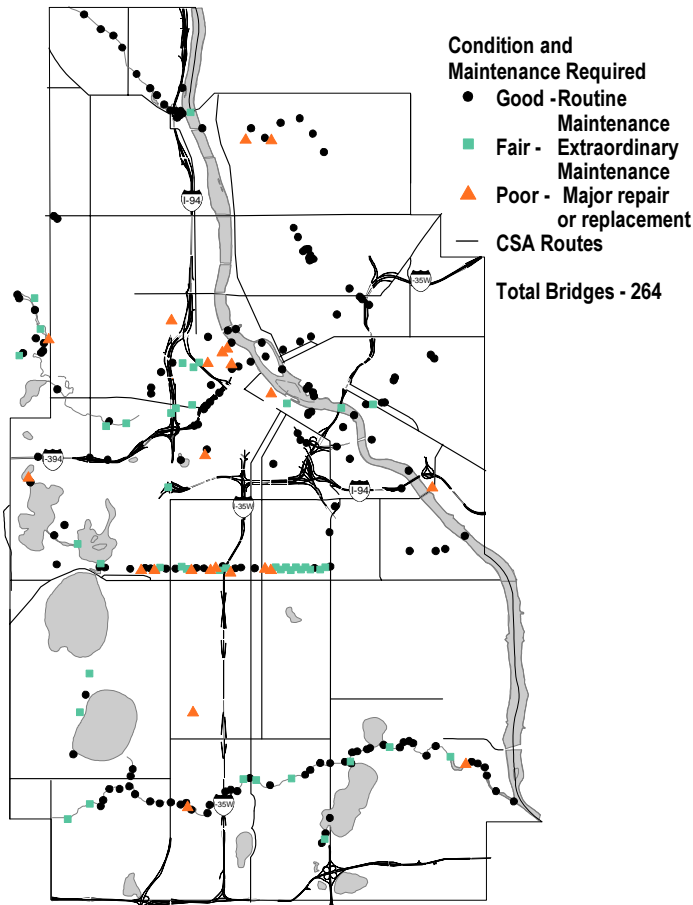




## Parking Infrastructure

Currently, the Public Works Department performs annual structural inspections of all bridges according to strict criteria set up by the federal government. This information is used to recommend a year-by-year schedule of short-term maintenance, major repair and bridge replacement activities.

**CONDITION STATUS OF BRIDGES  
OWNED AND MAINTAINED BY THE CITY, 1996**



### Pedestrian Level Lighting

Residents of the City of Minneapolis are becoming more interested in the installation of pedestrian level lighting around their neighborhoods as concern over security and aesthetics becomes more focused on conditions on neighborhood's streets after nightfall. Currently, there is no money in the city's budget to fund installation of lighting fixtures of this sort. As a result, the city's program is based on responding to resident requests or petitions to have the lighting installed, with an accompanying assessment for the light fixtures and installation. The city contributes to the costs incurred by assuming responsibility for ongoing maintenance of the lighting system.

The parking system in Minneapolis consists of a variety of parking infrastructure, from surface lots to parking structures to metered and on street parking. The challenge facing the city is to provide sufficient parking to automobile drivers so that the city's competitiveness and marketability is not negatively impacted, but also to encourage people to use transit as a method of delivering people to their destinations quickly, conveniently and comfortably without concern for parking availability or cost.

### Parking In Downtown

Downtown Minneapolis is the commercial and financial hub of the metropolitan region. New transit initiatives and increased passenger ridership play an increasingly important role in downtown's capacity to absorb more vehicles on a daily basis. The time and economic costs of traveling by single occupant vehicle into and out of downtown in peak hours are becoming increasingly clear as the region continues to grow and Downtown's job base expands.

The City of Minneapolis, through its downtown Municipal Parking System, plays a crucial role in maintaining a balance between parking demand and supply, and, at a larger scale, between automobile and transit use into and out of downtown. The Municipal Parking System is made up of downtown ramps, nine parking lots, and 5000 of the city's 6000 on-street parking meters. The municipal component of the parking supply represents about 38 percent of all available parking in downtown Minneapolis.

Financing for the system has come from the city, MN/ DOT and FHA. The aggregate public investment in the downtown parking system is about \$314,000,000 (1994 dollars).

### Downtown Parking Rates and Revenues

The city sets its downtown parking fees at market rate for two reasons: the city must cover all construction, maintenance and operating expenses from user fees; and the city's pricing policy must avoid adversely affecting the private parking market. The parking meter system is a major revenue-producer for the city's parking fund. Parking meter fees are essential to the parking fund because they offset the high cost of structured parking facilities and, in some areas of the downtown, they offset revenue gaps caused by "soft" parking markets.

The following table and chart identify the typical users of the city's downtown municipal parking system.

## AVERAGE DAILY USE OF DOWNTOWN MUNICIPALLY-OWNED PARKING SPACES<sup>1</sup>

User Type	Percent of Total	Avg. Number of Vehicles Parked
Hourly / Daily	45.9	11,060
Monthly	24.2	5,830
Carpool, Vanpool	11.9	2,870
Commercial Validation	3.3	800
Event Parking	14.7	3,540
Total	100.0	24,100
Total cars parked in 1993		5,300,000

<sup>1</sup>The total number of off-street parking spaces in the downtown municipal system is 20,000.

Source: Public Works' Transportation Division, Planning Department calculations.

### Parking In Commercial Areas and Neighborhoods

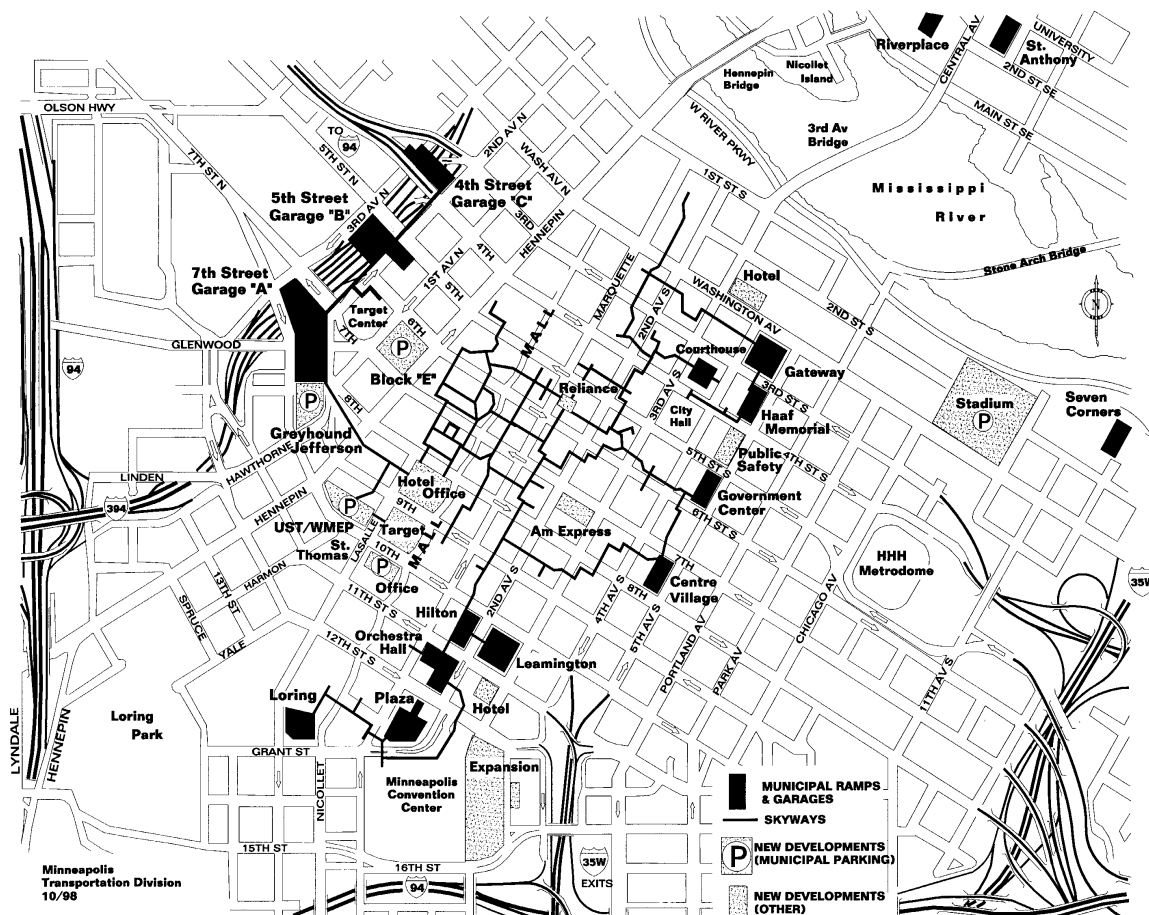
According to leaders in the city's community and neighborhood business areas, close-by on-street parking is critical for their businesses' continued viability. The city provides parking meters in some areas, off-street lots in others, and time-controlled on-

street parking in yet other areas to help provide this needed parking. However, in a few areas of the city, the need to safely move traffic has required that some commercially oriented on-street parking be restricted, at least during peak traffic periods. In these areas, additional off-street parking should be developed to accommodate the demand.

### Critical Parking Areas.

Some activity centers in the city attract so many people that parking spills over onto surrounding residential streets. Residential areas close to these activity centers receive special consideration from the city when officially designated as Critical Parking Areas (CPAs). Residents of CPAs who must use on-street parking are able to purchase, at a minimal fee, a parking permit which affords them long-term parking privileges, but eliminates or keeps at a minimum on-street parking spaces available to outside users. Special signs are used to designate CPAs. These special signs also warn those who do not hold parking permits that the city will rigorously enforce parking limits in CPAs. The number of CPAs continues to increase as a result of an ordinance change that broadens the criteria for CPA designation.

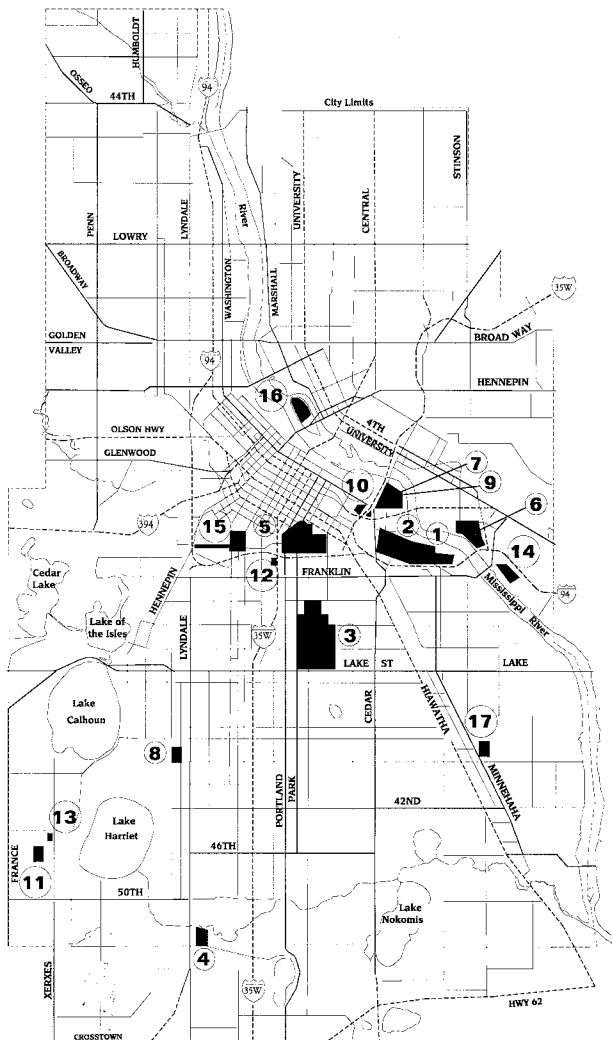
## MUNICIPAL PARKING SYSTEM





The accompanying map shows the locations of Critical Parking Areas throughout the city.

### CRITICAL PARKING AREAS



Minneapolis' economic competitiveness in the metropolitan region, as well as the livability of its neighborhoods, depends on a successful, high quality and balanced transportation system. As a region that has grown up with the automobile over the last four decades, the challenge that the city faces is to improve the quality and attractiveness of alternative transportation modes, whether by bus, pedestrian or cyclist movement. Although the city has worked to accommodate these alternatives, transportation in the city and the metropolitan area is still unbalanced. Improvements to bus, pedestrian and cyclist movement will continue to be pursued at both the city and regional level.

### The Public Transit System

Transit is integral to the city's future. Building a more balanced, high quality transit system will allow the city to pursue smart growth patterns, and provide more options for travel to specific destinations such as work, education or entertainment. A good public transit system promotes the accessibility of Downtown and enhances the mobility of those who ride the bus as well as those who remain in their cars.

In 1996, the City of Minneapolis convened an interdepartmental effort at drafting the City's Transit Planning and Funding Strategy. This project is a joint initiative by the Public Works Department, the City Coordinator's Office, the Planning Department and the Minneapolis Community Development Agency (MCDA). The strategy recommends that the City of Minneapolis commit to three principal tasks: first, to **focus** economic growth and transit service on designated Transit Corridors and Transit Centers; second, to designate and improve a high transit **service** area by modifying existing routes to focus on Corridors and Centers as described above; and third, to implement measures and improvements that give public transit **priority** in the planning, construction and operation of its streets.

One of the city's most important partners in working towards these objectives is of course the transit agency. Metro Transit is a division of the Metropolitan Council responsible for planning and operating the transit system in Minneapolis and throughout the metropolitan area. As the Hiawatha Light Rail project advances in planning and construction, the operations of both the bus and the transit system will continue to be the responsibility of Metro Transit.

### Capital Improvements

#### Lighting

To make bus stops more secure, Metropolitan Council Transit Operations (Metro Transit) continued a program of security lighting that dramatically increases the light level around the stop.

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## Bus Stops

A federally funded project to place new bus signs at all Minneapolis bus stops is nearing completion. Many stops had no signs at all, and quite a few of the existing signs are old and deteriorated. The new signs are equipped with reflectors for better night visibility and say "BUS" on the back side so pedestrians can more easily find the stops. Along with the signs, schedule information holders are also being installed in downtown, wherever two or more routes serve the same stop, and at transfer points, unless there is already a bus shelter at these locations.

## Exclusive Bus Lanes

Eight miles of exclusive bus lanes were implemented on express bus routes serving downtown Minneapolis. The locations are:

- Northbound I-35W from 8th Street SE to Stinson Blvd in Northeast Minneapolis.
- Southbound I-35W from Highway 280 to 8th Street SE in Northeast Minneapolis
- Northbound Highway 169 from Highway 55 to 36th Ave N in Plymouth
- Southbound Highway 169 from 36th Avenue N to Highway 55 in Plymouth
- Northbound West River Road leading to Highway 169 in Champlin
- Construction began for bus lanes along I-35W between I694 and County Road 1 in Arden Hills.

## Ramp Meter Bypasses

Ramp meter bypasses for Minneapolis express buses were opened at:

- Highway 212 and Valley View Road in Eden Prairie
- Highway 169 and Excelsior Blvd in Hopkins
- Highway 169 and I-394 in St. Louis Park

Construction also began on a ramp meter bypass at I-694 and Central Avenue NE.

## Other facilities:

A new transit station was built into the interchange of westbound I-94 and Huron Boulevard in SE Minneapolis. Its function is to permit passengers on I-94 express buses to transfer to a shuttle bus to the University of Minnesota/

Planning for a new transit hub to connect inter city with regional bus service at I35 in South Minneapolis was conducted in 1998.

## Transit Service and Ridership

Ridership has increased in 1998 at a rate not seen since the 1970's.

Major service changes during 1998 include:

- New Route 355 express service from Woodbury to downtown Minneapolis
- Additional (evening) Route 52 express service from the University of Minnesota to South Minneapolis
- New Route 50 limited stop service between Minneapolis and St Paul via University Avenue.

For the first time since 1965, all night long "owl" service began on Routes 5,6,7,10 and 18 serving downtown Minneapolis, plus Route 21 on Lake Street. If this experiment is successful, Metro Transit will institute other night "owl" service on other routes.

## The Hiawatha Corridor

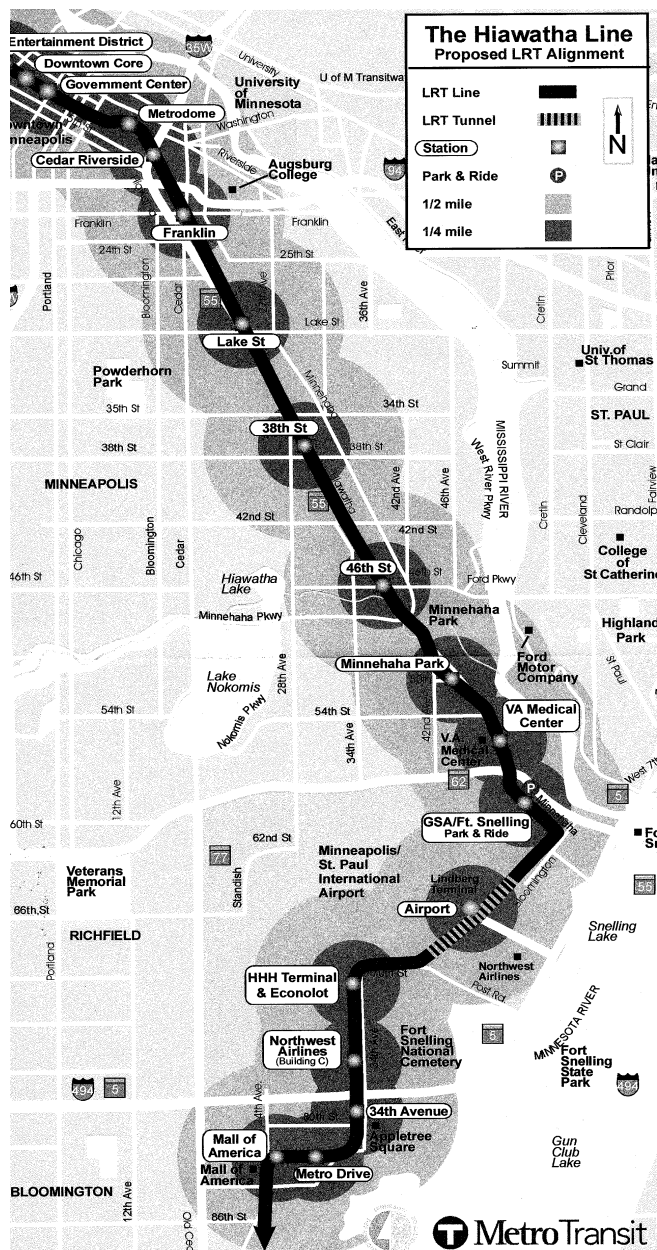
Regional transportation planning has identified a network of transitways connecting job and population centers throughout the seven county metropolitan region. In 1997, regional, state and local transportation planners were working on plans to build an exclusive busway along the Hiawatha Corridor, which was originally planned as a light rail transit corridor in the mid 1980's. By the end of the first quarter of 1998, the state legislature had appropriated 40 million dollars towards the Hiawatha Corridor as a light rail project, and promised to commit a further 60 million towards the costs associated with construction and capital costs.

Light rail transit is a form of transportation that has proved very compatible with urban environments in cities all over the nation. Most of the metropolitan areas that have built light rail transit in the last 5-10 years have found that the service provided by light rail has provided a wide range of benefits to users. The Hiawatha Corridor line will run from Downtown Minneapolis starting at 3rd Avenue North and traveling along 5th Street, with a stop between Hennepin Ave and 1st Ave, a stop between Nicollet Ave and Marquette Ave, another in front of City Hall and the Government Center, and a final downtown stop immediately to the west of the Metrodome. After leaving downtown and following the existing rail right-of-way, the trains will stop at 16th Avenue and the right of way, in Cedar Riverside. Next will be a station stop at Franklin Ave, then Lake Street, 38th Street, 46th Street and the last city stop will be 50th Street in front of Minnehaha Park. Other stops planned include the Veterans Administration campus, three stops at the airport and three in Bloomington, including the Mall of America.

Planners at Metro Transit forecast a daily ridership of 24,000, with an estimated travel time between downtown and the Mall of America at 22 minutes, and a timely 19 minute trip to the airport. The trains are expected to run every 7 minutes in peak hours, and up to 12 minutes in the off peak hours. The schedule for construction of the line and testing of trains and signals suggests that the line should be providing full service

some time in 2003. The cost for a one-way trip will be the same as the bus system, and transfers will be built into the single ticket. One of the most important supporting functions related to the light rail service is the potential redesign of bus routes to better serve neighborhoods, both as feeders into the LRT line and as methods of connecting neighborhoods. Metro Transit planners continue to work on the possible alternatives for each community along the light rail route.

### HIAWATHA CORRIDOR (LRT)



For most of 1998, city staff have worked closely with staff at Metro Transit, Metropolitan Council and the Minnesota Department of Transportation to plan for final station locations, preliminary engineering design, coordinated bus service in neighborhoods and long range plans for development. In December of 1998, committees of the Minneapolis City Council adopted a resolution outlining the city's goals and objectives for planning and development of the Corridor and also introduced an interim ordinance prohibiting auto-related uses within the immediate vicinity of the station areas. Anticipated activities in 1999 include completion of engineering design, master planning for public infrastructure, landscaping and development around station sites, and an initiation of studies of land use change at station sites.

### The Downtown Transportation Management Organization

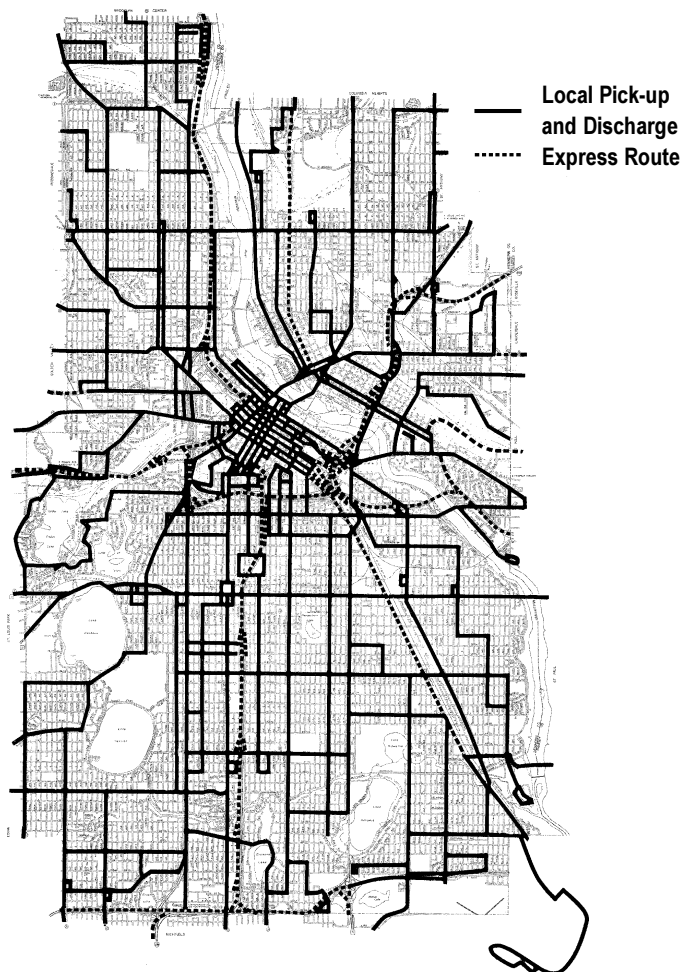
The mission of the Downtown Transportation Management Organization is to promote efficient and environmentally sound transportation networks in order to assure the continued growth and prosperity of Downtown Minneapolis.

In order to fulfill the organization's mission, TMO activities include:

- Providing an information and sales outlet for commuters and the general public at a resource center, Commuter Connection (located in the Pillsbury Center). Commuter Connection is a state-of-the-art transportation service center, offering the most current information.
- Teaching the public about alternatives to driving alone including the transit system, car / vanpooling, bicycling, and telecommuting.
- Involving employers and building managers in making good business decisions that support community options for employees, tenants, and employers. In 1997, the TMO, through an employer outreach program, worked with 60 businesses representing over 20,000 downtown employees.
- Advising government agencies and the private sector on transportation issues. The TMO serves as an advisory body to the Minneapolis City Council and the Minneapolis Downtown Council.
- Promoting effective improvements to current alternative forms of transportation. The TMO supported legislation to provide a dedicated transit-funding source and establish transitways.
- Educating business leaders, key policy makers and employers through a multimedia presentation on congestion's impact on our workplaces, urban center and region.

The TMO is a transportation information resource for downtown commuters and employers, and is continually developing measures to reach a broader commuter audience. The TMO's efforts are bringing more people downtown in more economical, environmentally sound modes of transportation.

#### METRO TRANSIT SERVICE IN MINNEAPOLIS, 1997



#### Bicycle Commuting

Bicycle use as a form of transportation is on the rise. From the early 1980's to the early 1990's, bicycle commuting to downtown almost doubled. Recent data has shown that this upward trend continued through 1998. The growth rates have grown steadily over time: in 1977, slightly more than 200 downtown employees commuted to work by bicycle. Ten years later, in 1987, it was shown that the number had grown to almost 400. In 1990, the counts showed that close to 750 people were commuting to work downtown on a bike, and by 1998, cordon count data recorded approximately 2800 bicyclist commuting to work on an average day in the April to November months.

A summer 1994 inventory of bicycle parking facilities in downtown by the Public Works Department found 476 rack and hitch spaces and 190 high security bicycle parking lockers, for a total of 666 bike parking spaces. This number is increasing on an annual basis as the City of Minneapolis and the private sector continues to recognize the ever-expanding number of bicycle commuter needs. The city has a program to encourage businesses to promote bicycle commuting by offering a cost sharing program to encourage businesses to provide bicycle racks and lockers for their employees' use. So far the matching program for bicycle racks has been implemented at these locations:

- University of St. Thomas
- Bennett Lumber
- Government Center Municipal Ramp
- Walker/Guthrie Area
- Uptown Business – 3 locations
- Various Downtown Businesses

#### EXISTING AND PROPOSED COMMUTER BIKEWAYS IN MINNEAPOLIS, 1997 Minneapolis Bike Routes, Five Year Plan (1998)

